

T E N T H
ANNUAL REPORT
OF THE
RAILROAD COMMISSIONER
OF THE
State of Vermont,
TO THE
GENERAL ASSEMBLY,
OCTOBER SESSION, 1865.

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RAILROAD COMMISSIONER'S REPORT.

To the General Assembly of the State of Vermont :

The undersigned respectfully submits the following report upon the condition and management of the railroads in this State, for the current official year :

In accordance with the duties of the Commissioner, I furnished to the several railroad companies of the State, blank forms, to be filled up by the officers thereof, agreeably to Chap. 28, Section 124, of the General Statutes, and I received the return of their several reports at the times here indicated, to wit :

Vermont Valley, August 25th,
Atlantic & St. Lawrence, August 28th,
Vermont & Massachusetts, August 30th,
Vermont & Canada, August 31st,
Vermont Central, September 2d,
Rutland & Whitehall, September 4th,
Connecticut & Passumpsic Rivers, September 13th,

to which I refer, as showing the financial condition and

management of the roads, for the current year. I have passed over the several roads at intervals during the year, and have walked over sections of the track of the different roads, but have given more attention to the examination of bridges, culverts, and high embankments, &c., than of the continuous line of track. I have found the roads comparatively in good condition, several of them in improved condition from that of last year. The branch road of the Vermont & Canada, from Swanton to the Provincial line, has been completed, and is now in fair running condition. The managers of the Vermont Central are now building some six hundred feet of most substantial bridge across White River, at Royalton.

The Rutland and Burlington Company has erected, at Rutland, one of the best designed and most substantial engine houses in the country. Apparently fire proof, it will be a durable monument of the creative intelligence and enterprise of the managers of that company.

The general management of passenger trains, so far as I have known, has been without complaint. Conductors have been uniformly courteous and attentive, as well as efficient for the comfort and safety of passengers while passing over their respective lines.

In the report of the last year, the attention of the Legislature was called to the fact, that there was no where existing any regulation as to the speed which passenger trains should be allowed to run upon Vermont railroads. From subsequent observation upon the subject, I am only confirmed in my own mind as to the need for some authoritative rule upon that particular matter. From the loose conclusions entertained even among railroad oper-

ators themselves, may be clearly seen the danger of leaving so important a matter to be determined by the courage, ambition, and even rashness and daring, of a single will. By some 'tis asserted, that there is less danger in running trains at high speed than at moderate. Facts are always more convincing than theories. In a late disaster upon the Hudson River Railroad, caused by a misplaced or forgotten switch, the engineer stated that he saw the danger forty rods ahead, but was running at the rate of sixty miles the hour, and it was impossible to check the train in the least, at so short distance. Had the speed been but twenty-five miles, that forty rods would have been equal to eighty, or more, and would have made escape possible. Engineers and brakemen understand this matter perfectly, and are generally found to jump for their lives, leaving the train to its fate.

Again, our railroads are not all laid in straight lines, but at intervals winding round hill sides, where the track is inclined according to the radius, and, of course, graduated to a medium rate of locomotion, so that if the speed were to be doubled, the inclination should be increased, or the tendency of the train to go off the track is inevitable.

But even on perfectly straight lines, too fast driving increases the hazard. Every locomotive while running at medium rate gives a vibratory motion to the truck, and as the train follows, there is a continuous concussion between the trucks and the track, and this is always increased in force by increase of speed, until some imperfect rail snaps at the sharp encounter, or some defective wheel bursts from the force of its own rapid revolutions.

Were our railroads made perfect, and kept so, the hazard of fast driving would be vastly less ; but they are not, though comparatively in as good repair as those of any State in the Union. Still, they are never perfect. Occasional sleepers get rotten before they are replaced by sound ones ; rails badly worn and splintered, before new ones take their place ; the extremes of temperature greatly affect the road bed itself ; so it is extremely difficult to keep a continuous line of Vermont railroad through all seasons of the year in perfect confident repair.

Now, I would suggest as a rule, that on all single track railroads, the speed of passenger trains should never exceed thirty miles the hour, and that rate would carry a man from his home, five hundred and fifty miles in every twenty-four hours, allowing about one-fourth of the entire time for delays. Locomotion at the rate of one mile in every two minutes ought to satisfy any reasonable ambition, especially on a road where other trains are approaching one at the same rate at all hours, in sunshine and storm, in day and darkness.

The managers of railroads, like those of all other greatly complicated enterprises, are not omniscient, but liable to mistake as to trustworthiness and efficiency of their subordinates, and if they are only prompt to discover and discharge from service every unworthy agent and employee, 'tis the best they can do, and should entitle them to commendation. There are but few who have a thought of the difficulties and embarrassments these managers have to encounter. The great demand from the traveling public is *haste*. The line that will carry them soonest

to their destination is always in favor. Hence, the time tables must be arranged with a view to satisfy such demand, and each separate road in the line must accept its allotted share of time, and keep up to it, in order to protect the whole against the rivalry of other lines. A popular New York journal makes the following assertion upon this point: "Railroad managers are masters of their own time tables. The public do not ask them to make fast schedules." This would all be well, provided it were true, but practically it is not. Suppose the Hudson River Company should decide to run their trains not exceeding twenty, or even twenty-five miles the hour, travel would all take to the steamers on the river, and the stock of that company would be worth less than Confederate bonds. So would it prove with the managers of all through lines. They would find that with the travelling public, distance is nothing, but time every thing. If a roundabout line makes better time than a direct one, the longer line will be sure to sell the tickets.

But, after all, the preservation of human life should be paramount to every other consideration, and while keeping pace with the improvements of the age, railroads will yet be made so perfect that trains will be run upon them sixty miles the hour with comparative safety. With our present roads 'tis rashness to attempt it, and should in no wise be allowed. The number of accidents reported by the officials of the several railroads in the State is less than last year. While the record of disaster, agony and death, resulting from recklessness and mismanagement of railroads in other States, is most shocking to contemplate, it is grateful to feel that the superintendence of our Ver-

mont roads is in more competent and safer keeping ; that instead of becoming the instruments of wholesale slaughter, they have been made to minister so greatly to the convenience, the use and blessing of all ; that men of business, the seeker after health or recreation, as well as our own war-worn, returning volunteers, have all found safe transit towards their several destinations ; and as the year approaches its close, at various points along the lines, the fires are burning bright in forge and foundry ; the shops are musical with the hum of machinery, while the ring and clatter of the busy workmen give promise of all needful providings for the work and wear of the coming years.

Respectfully submitted,

G. H. RICE, *Railroad Commissioner.*

October 17, 1865

DOCUMENTS.

Form of Annual Report required by the Commissioner of the several railroad companies for the year ending June 30, 1865 :

ANNUAL REPORT OF THE — RAILROAD COMPANY, FOR THE YEAR ENDING JUNE 30, 1865.

TABLE A.

STOCK AND DEBTS.

NOTE.—Under this head state the amount paid for interest, discounts, &c., amount of funded debt, floating debt—rate of interest—amount of interest coupons due and unpaid.

TABLE B.

COST OF CONSTRUCTION.

Total cost of construction as per last report,
Expended since last report, viz. :
For graduation and masonry,
“ bridges,
“ rails,
“ chairs, spikes and ties,
“ laying superstructure,
“ buildings and fixtures,

NOTE.—State, also, the progress of the work, cost of graduation, superstructure, and all incidental expense, on any extension or alteration of road, to June 30, 1865.
Also state the amount paid for interest, discount, &c., charged to construction account.

TABLE C.

EQUIPMENT.

Total cost of equipment as per last report,.
 Expended since last report,.....
 Total cost of road and equipment,.....

TABLE D.

CHARACTERISTICS OF ROAD.

Length of road,.....
 " " completed,.....
 " " branches,.....
 " " side track,.....
 Weight of rail per yard,.....

NOTE—State length of road, branches and side tracks within the State.

CHARACTER AND LENGTH OF BRIDGING.

	No. of structures	No. of spans.	Length of bridging in feet.
Trestle bridging,.....			
Truss bridging, 50 feet span and under,.....			
Truss do. from 50 to 100 feet span,.....			
Truss do. from 100 to 150 feet span,.....			
Truss do. 150 feet span and over,.....			
Draw bridges,			
Totals,			

Number of road crossings at grade,.....
 Number of road crossings above and below
 grade,.....
 Number of cross ties per mile,.....
 Chairs, number per mile,.....
 Whole number of switches on main track,...

GRADIENTS AND ALIGNMENT.

Level, number of miles,.....
 Maximum grade,.....
 Amount of straight line, miles,.....
 Amount of curved line, miles,.....
 Maximum radius,.....
 Minimum radius,.....
 Sum of ascents going in one direction,.....
 Sum of ascents going in opposite direction,
 Height of termini & summit above tide water,

BUILDINGS AND FIXTURES.

Passenger houses,.....
 Freight houses,.....
 Engine houses,.....
 Repair shops,.....
 Water stations,.....
 Dwellings,.....
 Wood sheds,.....
 Turn tables,.....

Other buildings, as follows :

EQUIPMENT.

Number of cars owned by the company, June 30, 1865.

	Under 16 tons	16 to 20.	20 to 25.	25 to 30.	30 tons and over.
In good repair,.....					
Requiring slight repairs.....					
Requiring heavy repairs,.....					
Worn out,.....					

First class 8 wheel passenger cars in good
 repair,
 First class 8 wheel passenger cars wanting
 repair,
 Second class 8 wheel passenger cars in good
 repair,

Second class 8 wheel passenger cars wanting repair,.....
Baggage, express & mail cars in good repair,
Baggage, express & mail cars wanting repair,
Covered freight and cattle 8 wheel cars in good repair,.....
Covered freight and cattle 8 wheel cars wanting repair,.....
Platform 8 wheel cars in good repair,.....
Other freight cars,.....
Gravel cars,.....
Average weight of passenger cars,.....
Average weight of baggage cars,.....
Average weight of box cars,.....
Average weight of platform cars,.....

TABLE E.

BUSINESS OF THE YEAR.

Miles run by passenger trains,.....
Miles run by freight trains,.....
Miles run by gravel and construction trains,
Miles run by wood trains,.....
Number of through passengers carried in cars
Number of way passengers,.....
Number of passengers having passes,.....
Number of miles traveled by way passengers,
Average distance traveled by way passengers,
Number of miles traveled by passengers having passes,.....
Number of tons of through freight,.....
Number of tons of way freight,.....
Number of tons of way freight carried 1 mile
Number of tons of through freight moved towards market,.....
Number of tons of through freight moved from market,.....
Number of tons of way freight moved towards market,.....

Number of tons of way freight moved from market,
Average rate of speed of ordinary passenger trains,
Average rate of speed of express trains,
Average rate of speed of freight trains,
Rate of fare charged 1st class through passengers per mile,
Rate of fare charged 1st class way passengers, per mile,
Average rate of fare charged 2d class passengers, per mile,
Rate per ton per mile charged on 1st class through freight,
Rate per ton per mile charged on 2d class through freight,
Rate per ton per mile charged on 3d class through freight,
Rate per ton per mile charged on 1st class way freight,
Rate per ton per mile charged on 2d class way freight,
Rate per ton per mile charged on 3d class way freight,
Rate per ton per mile charged on 4th class way freight,
Total number of tons of freight carried 1 mile,
Total number of passengers carried 1 mile,

TABLE F.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE,

For the year ending June 30, 1865.

Ordinary repairs of road bed and superstructure,
Extraordinary repairs of road bed,
Cost of new rails used in repairs,

Number and weight of chairs,.....	
Weight of spikes,.....	
Cost of repairs of rails,.....	
Number of cross ties used for renewals,...	
Cost of same,.....	
Cost of relaying rails and ties,.....	
Insurance and taxes on real estate,.....	
Repairs of bridges,.....	
“ stations,.....	
“ fences,.....	
“ masonry,.....	
Total,.....	

COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders,.....	
Repairs of passenger and baggage cars,...	
Repairs of freight cars,.....	
Repairs of tools and machinery in work shops,.....	
Oil used about workshops,.....	
Fuel,	
Waste,	
Other items in detail as follows:	
Total,.....	

TABLE G.

COST OF OPERATING THE ROAD.

For the year ending June 30, 1865.

Wood, including cost of preparing the same,	
Number of cords of wood used by locomotives,.....	
Number of tons of coal used by locomotives,	
Number of cords of wood used at stations,	
Number of tons of coal used at stations,...	
Number of cords lost by fire,...	
Number of gallons of oil,.....	
Number of pounds of waste,.....	
Cost of oil & waste for engines & tenders,	

"	"	passenger & baggage cars,
"	"	freight cars,.....
Loss and damage of goods,.....		
Loss and damage of baggage,.....		
Damages for injuries to persons.....		
Damages to property, including fire and animals killed on road,.....		
Office expenses and stationery,.....		
Number of agents,....		
Number of clerks,.....		
Labor loading and unloading freight,.		
Porters and watchmen,.....		
Switchmen,		
Wood and water station attendance,.....		
Conductors and baggagemen,.....		
Brakemen,		
Enginemen and firemen,.....		
For salaries of trustees, president, directors, secretaries, treasurer and superinten- dent,.....		
For printing, stationery and office expenses,		
For law expenses,		
Other expenses in detail, as follows:		
Total,.....		

RECAPITULATION OF EXPENSES.

Maintaining roadway,
Repairs of machinery,
Operating,
Proportion of expenses due to passenger business,
Proportion of expenses due to freight busi- ness,

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings and Receipts.

From passengers.....

From freight,.....

From other sources, viz.:

Expresses,.....

Mails,.....

Rents,.....

Miscellaneous,.....

Payments other than for Construction.

For transportation expenses, viz.:

For passenger business,.....

For freight business,.....

For other business, and what,.....

For interest on funded debt,.....

For interest on floating debt,.....

For dividends,.....

For carried to surplus fund,.....

For amount of surplus fund,.....

VALUE OF MATERIALS ON HAND.

Wood, cords of,.....

Coal, tons of,.....

Oil, gallons of,.....

Waste, pounds of,.....

Iron rails, tons of, old,.....

Iron rails, tons of, new,.....

Chairs, pounds of,.....

Spikes, pounds of,.....

Ties, number of,.....

iron and other metals, unwrought,.....

Iron and other metals, worked and partly

worked,.....

Lumber,.....

Other items specified as follows:

COST OF TRANSPORTATION.

Actual cost of transporting freight per ton,
per mile.....

Actual cost of transporting passengers, per
mile,.....

DETAILS OF EARNINGS FOR THE YEAR ENDING JUNE 30, 1865.

SOURCE.	JULY, 1864	AUGUST.	SEPT.	OCTOBER.	NOVEMBER	DECEMBER
Through passengers.....						
Way passengers.....						
Through freight.....						
Way freight.....						
Express.....						
Transport of mails.....						
Use of engines.....						
Use of cars.....						
Rent.....						
Other earnings specified in detail as follows:						
Total.....						

DETAILS OF EARNINGS (CONTINUED.)

SOURCE.	JAN., 1865.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.
Through passengers.....						
Way passengers.....						
Through freight.....						
Way freight.....						
Express.....						
Transport of mails.....						
Use of engines.....						
Use of cars.....						
Rent.....						
Other earnings specified in detail as follows:						
Total.....						

TABLE I.

ACCIDENTS.

State the number of persons injured in life or limb, and the cause thereof, and whether passengers or persons employed.

State whether any such accidents have arisen from carelessness or negligence of any person in the employ of the corporation, and whether such person is retained in the service of the corporation.

	EMPLOYEES.		OFFICERS.	
	killed.	injured.	killed.	injured.
Trains thrown from track.....				
Struck by bridge while on top of freight car.....				
Run over while walking on track				
Injured at road crossing.....				
Total.....				

Total number of persons killed,

Total number of persons injured but not killed,

In addition to which must be given a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person.

TABLE J.

NUMBER OF EMPLOYEES AND COMPENSATION.

Conductors of passenger trains,

Amount of compensation,

Conductors of freight trains,

Amount of compensation,

Conductors of wood and gravel trains,

Amount of compensation.

Master mechanics,	
Amount of compensation,	
Road masters,	
Amount of compensation,	
Men in repair shops,	
Amount of compensation,	
Enginemen of passenger trains,	
Amount of compensation,	
Enginemen of freight trains,	
Amount of compensation,	
Enginemen of wood and gravel trains,	
Amount of compensation,	
Firemen,	
Amount of compensation,	
Baggagemen,	
Amount of compensation,	
Switchmen,	
Amount of compensation,	
Section men, (foremen,)	
Amount of compensation,	
Section hands,	
Amount of compensation,	
Watchmen,	
Amount of compensation,	
Station agents,	
Amount of compensation,	
Other laborers,	
Amount of compensation,	
Clerks connected with passenger business,	
Amount of compensation,	
Clerks connected with freight business,	
Amount of compensation.	
Superintendent of bridges—salary,	
Wood agent,	"
Other agents—how employed, and the salary of each, as follows, viz. :	

The treasurer is required to state the amount of surplus (if any) the amount of net earnings, on 31st Aug., 186—also the net earnings up to 30th June, 186—and to state amount of payments to surplus fund—payments of interest, coupons, on funded debt, and other disbursements in detail, so as to show the true condition of the finances of the company on the 30th day of June, 1865. Such statement may be in the form of a general account, and must be verified by the oath of the Treasurer.

STATE OF VERMONT, }
COUNTY, SS. }

day of 186

I, treasurer of
the railroad
company, do solemnly swear that the above is a true
statement of the condition of the finances of said company,
their trustees, or assignees or lessees, the 30th day of
June, 186

Treasurer

Sworn before me,

Justice of the peace.

OFFICERS OF THE COMPANY.

SALARIES.

Trustees,
President,
Superintendent,
Treasurer,

NOTE—State the amount of each.

STATE OF VERMONT, }
COUNTY, SS. }

depose and say

that the facts set forth, and statements made in the fore-
going report, which has been signed by are true and
correct according to the best of knowledge, infor-
mation and belief.

Signed,

Subscribed and sworn to before me this day of

ANNUAL REPORT

OF THE VERMONT CENTRAL RAILROAD COMPANY,
FOR THE YEAR ENDING MAY 31, 1865.

TABLE A.

STOCK AND DEBTS.

One hundred thousand shares of Capital Stock issued.
\$2,000,000 first mortgage bonds issued at 7 per cent.
interest.
\$1,500,000 second mortgage bonds issued at 7 per cent.
interest.

TABLE B.

COST OF CONSTRUCTION.

Total cost of construction as per last report, \$8,402,054 92

TABLE C.

EQUIPMENT.

Within the year ending May 31, 1865, the following has been added to the equipment of the road, in addition to keeping up its equipment:

153 miles of telegraph line, with instruments, at a cost of.....	\$ 10,075 96
9 new first class locomotives,.....	180,000 00
6 new passenger cars,.....	21,000 00
26 new double decked stock cars,.....	20,000 00
54 new box freight cars,.....	48,600 00

TABLE D.

CHARACTERISTICS OF ROAD.

Length of road, Vermont Central,	117 miles
“ “ Vermont & Canada,	65 1-2 “
“ “ completed,	182 1-2 “
“ “ branches,	2 “
“ “ side tracks,	26 “
Weight of rail per yard,	56 to 60 lbs.

CHARACTER AND LENGTH OF BRIDGING.

	No. of structures	No. of spans.	Length of bridging in feet.
Trestle bridging,	8		7990
Truss bridging, 50 feet span and under,	45	55	1595
Truss do. from 50 to 100 feet span,	6	6	557
Truss do. from 100 to 150 feet span,	19	30	3681
Truss do. 150 feet span and over,	13	27	4210
Draw bridges,	2		339
Totals,	93	118	18,292

Number of road crossings at grade,	93
Number of road crossings above and below grade,	34
Number of cross ties per mile,	2060
Chairs, number per mile,	440 to 700
Whole number of switches on main track, ..	99

GRADIENTS AND ALIGNMENT.

Level number of miles,	unknown
Maximum grade, 45 ft. to a mile on main line,	
Amount of straight line, miles, Vt. Central,	83
Amount of curved line, miles, do.,	34
Maximum radius,	11,460 feet
Minimum radius,	1,146
Sum of ascents going in one direction, . . .	unknown
Sum of ascents going in opposite direction,	“
Height of termini & summit above tide water	“

BUILDINGS AND FIXTURES.

Passenger houses,.....	34
Freight houses,.....	23
Engine houses,.....	5
Repair shops,.....	3
Water stations,.....	28
Dwellings,.....	16
Wood sheds,.....	48
Turn tables,.....	4
Other buildings, as follows:	
Car houses,.....	3
Ice houses,.....	5

EQUIPMENT.

Number of locomotives owned by the Company on the 31st day of May, 1865.

	Under 16 tons	16 to 20.	20 to 25.	25 to 30.	30 tons and over.
In good repair,.....			2	29	
Requiring slight repair,.....			2	4	
Requiring heavy repairs,....		1		5	
Worn out,.....					

Number of cars owned by the Company, May 31, 1865 :

First class 8 wheel passenger cars in good repair,.....	32
First class 8 wheel passenger cars wanting repair,.....	8
Second class 8 wheel passenger cars in good repair,.....	0
Second class 8 wheel passenger cars wanting repair,.....	0
Baggage, express & mail cars in good repair,	6
Baggage, express & mail cars wanting repair	3
Covered freight and cattle 8 wheel cars in good repair,.....	790

Covered freight and cattle 8 wheel cars wanting repair,.....	38
Platform 8 wheel cars in good repair,.....	175
Platform cars wanting repair,.....	25
Gravel cars,.....	40
Average weight of passenger cars,.....	12 tons
“ “ baggage “	10 “
“ “ box “	7 1-2 “
“ “ platform “	6 1-2 “
Derrick cars,.....	5 “
Iron plows,.....	4 “
Paymaster's car,.....	1 “

TABLE E.

BUSINESS OF THE YEAR.

Miles run by passenger trains,.....	362,418
Miles run by freight trains,.....	647,647
Miles run by gravel and construction trains,	4,188
Miles run by wood trains,.....	18,051
Number of through passengers carried in cars,	129,556 1-2
Number of way passengers,.....	202,732 1-2
Number of passengers having passes,.....	—
Number of miles traveled by way passengers	4,961,608
Average distance traveled by way passengers,.....	24 1-2 miles
Number of miles traveled by passengers having passes,.....	—
Number of tons of through freight,.....	142,715 ¹⁴⁹⁵ ₂₀₀₀
Number of tons of way freight,.....	175,706 ²⁵⁰ ₂₀₀₀
Number of tons of way freight carried 1 mile,	15,325,207
Number of tons through freight moved towards market,	110,214 ⁸⁴³ ₂₀₀₀
Number of tons through freight moved from market,	32,501 ⁶⁴² ₂₀₀₀
Number of tons way freight moved towards market,	147,964 ¹⁷⁹⁹ ₂₀₀₀

Number of tons of way freight moved from market,.....	27,741 ⁴⁵ / ₂₀₀
Average rate of speed of ordinary passenger trains,.....	22 miles per hour
Average rate of speed of express trains, 27 1-2 "	" "
Average rate of speed of freight trains, 12 "	" "
Rate of fare charged 1st class through passengers per mile,.....	3 1-4 cents
Rate of fare charged 1st class way passengers, per mile,.....	4 cents
Average rate of fare charged 2d class passengers, per mile,.....	2 cents
Rate per ton per mile charged on 1st class through freight,.....	rates vary from one and a half to ten cents per mile, according to season & distance.
Rate per ton per mile charged on 2d class through freight,.....	
Rate per ton per mile charged on 3d class through freight,.....	
Rate per ton per mile charged on 1st class way freight,.....	
Rate per ton per mile charged on 2d class way freight,.....	
Rate per ton per mile charged on 3d class way freight,.....	
Rate per ton per mile charged on 4th class way freight,.....	
Total number of tons of freight carried 1 mile,.....	33,094,173
Total number of passengers carried 1 mile,	13,140,362

TABLE F.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE,

For the year ending May 31st, 1865.

Ordinary repairs of road bed and superstructure,.....	\$106,120 45
Cost of new rails used in repairs,.....	172,680 12
Cost of repairs of rails,.....	30,320 65
Cost of cross ties used for renewals,.....	9,544 00
Cost of relaying rails and ties,.....	15,879 20

VERMONT CENTRAL RAILROAD.

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Insurance and taxes on real estate,.....	7,616 85
Repairs of bridges,....	29,462 32
“ stations and tenements,.....	33,267 47
“ fences,.....	5,190 90
Total,.....	410,081 96

COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders,.....	\$ 51,734 72
Repairs of passenger and baggage cars,...	46,193 01
Repairs of freight cars,.....	125,057 82
Repairs of tools and machinery in shops,..	9,172 47
Waste and oil used about workshops,....	5,930 42
Fuel used about shops and stations,.....	17,629 00

Other items in detail as follows:

Repairs of gravel cars,.....	785 09
Repairs of section and hand cars,.....	1,475 59
Repairs of road and track tools,.....	2,416 47
Repairs of snow plows,	216 01
Total,.....	260,610 60

TABLE G.

COST OF OPERATING THE ROAD.

For the year ending May 31, 1865.

Wood, including cost of preparing the same, \$	175 645 50
Number of cords of wood used by locomotives,.....	44,815
Number of cords of wood used at stations and shops,.....	1,200
Cost of oil and waste for engines & tenders,	25,197 30
Cost of oil and waste for passenger and baggage cars,.....	3,321 22
Cost of oil and waste for freight cars.....	15,355 47
Loss and damage of goods,.....	2,672 42
Loss and damage of baggage,.....	689 33
Damages for injuries to persons,.....	732 40
“ to property, including fire and animals killed on road,.....	790 02

Agents at stations, &c.,.....	25,860 51
Clerks in general offices, &c.,.....	8,566 92
Labor, loading and unloading freight,.....	26,531 41
Porters and watchmen,.....	8,888 84
Switchmen,.....	8,907 46
Conductors, baggage men and breakmen...	45,925 80
Enginemen and firemen,.....	46,193 89
For salaries of Trustees, President, Directors, Secretaries, Treasurer, and Superintendent,.....	14,317 78
For printing, stationery and office expenses	4,584 13
For law expenses,.....	3,909 00
Other expenses in detail as follows:	
For depot furniture,.....	3,107 83
For Advertising,.....	708 65
For Government taxes.....	29,928,55
For General expenses not included above,..	21,428 75
Total,.....	472,763 18

RECAPITULATION OF EXPENSES.

Maintaining roadway,.....	\$ 410,081 96
Repairs of machinery,.....	260,610 60
Operating,.....	472,763 18
Proportion of expenses due to passenger business,.....	
Proportion of expenses due to freight business,.....	
Total,.....	1,143,455 74

There has also been paid for new equipment as follows:

153 miles telegraph line, with instruments, \$	10,075 96
9 first class locomotives,.....	180,000 00
6 passenger cars,.....	21,000 00
20 double decked stock cars,.....	20,000 00
54 box freight cars,.....	48,600 00
Total,....	1,423,131 70

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings and Receipts.

From passengers,.....	\$ 502,611 31
From freight,.....	943,141 03
From other sources, viz.:	
Expresses,.....	6,800 07
Mails,.....	24,984 96
Rents,.....	244 89
Total.....	<hr/> 1,477,782 26

VALUE OF MATERIALS ON HAND.

Wood, cords of, 22,943,.....	\$73,768 31
Coal, tons of, 138,.....	1,416 00
Oil, gallons of, 1,383,.....	2,158 98
Waste, pounds of, 9,535,.....	2.860 50
Iron rails, tons of, old,.....	
Iron rails, tons of, new, 750,.....	60,000 00
Chairs, pounds of, 35,000,.....	3,150 00
Spikes, pounds of, 4,000,.....	280 00
Iron and other metals unwrought, 223,765lbs.	15,535 61
Iron and other metals worked and partly worked,	4,604 69
Lumber, 162,553 feet,.....	9,743 53

DETAILS OF EARNINGS FOR THE YEAR ENDING MAY 31, 1865.

SOURCE.	JUNE.	JULY.	AUGUST.	SEPT.	OCTOBER.	NOVEMBER.
Through passengers.....	19,981 84	25,641 40	36,726 10	34,033 96	27,750 64	20,707 72
Way passengers.....	13,355 60	17,599 66	22,936 26	23,544 95	16,169 94	14,694 11
Through freight.....	71,296 46	73,868 98	82,252 99	80,077 65	78,072 09	75,951 15
Way freight.....	7,402 31	7,594 92	6,823 12	7,957 79	7,487 30	7,523 10
Express.....	441 67	441 67	441 67	608 34	608 34	608 34
Transport of mails.....	2,082 08	2,082 08	2,082 08	2,082 08	2,082 08	2,082 08
Use of engines.....						
Use of cars.....						
Rent.....						170 50
Totals.....	114,559 96	127,228 71	151,262 22	148,304 77	121,737 00	121,737 00

DETAILS OF EARNINGS (CONTINUED.)

SOURCE.	DECEMBER.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.
Through passengers.....	17,290 91	16,417 36	17,888 17	18,135 89	19,060 65	21,380 67
Way passengers.	12,164 28	11,632 61	10,766 83	14,368 69	13,004 73	57,358 34
Through freight.....	62,199 30	48,683 88	48,932 20	66,147 50	71,634 68	90,720 07
Way freight.....	5,748 30	5,404 61	6,537 38	9,143 68	8,353 38	13,328 19
Express.....	608 34	608 34	608 34	608 34	608 34	608 34
Transport of mails.....	2,082 08	2,082 08	2,082 08	2,082 08	2,082 08	2,082 08
Use of engines.....						
Use of cars.....						
Rent.....						74 89
Totals.....	100,093 21	84,828 88	86,815 00	110,486 18	114,743 86	185,552 08

TABLE 1.

ACCIDENTS.

State the number of persons injured in life or limb, and the cause thereof, and whether passengers or persons employed.

State whether any such accidents have arisen from carelessness or negligence of any person in the employ of the corporation, and whether such person is retained in the service of the corporation.

	EMPLOYERS.		OTHERS.	
	killed.	injured.	killed.	injured.
Trains thrown from track,....				
Struck by bridge, while on top of freight car.....				
Run over while walking on track	1		1	
Injured at road crossing.....				
Total.....				

Total number of persons killed,..... 4

Total number of persons injured but not
killed,.....

In addition to which must be given a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person.

July 4, 1864. John A. Luce, a brakeman, on a freight train, was killed while shackling cars at Randolph.

Aug. 13, 1864. James Harrington, an engineer, jumped from his engine in coming into the station at St. Albans, and falling across the track, was killed.

Sept. 10, 1864. A passenger car was thrown from the track near Charcoal Creek in Swanton, and two passengers slightly injured. Cause of accident unknown.

Sept. 21, 1864. Wm. Hough, a trackman, was killed near South Royalton, by being run over by the rear part of a freight train which had broken apart, he not noticing that the train had not all passed him.

Oct. 11, 1864. Two cars of the accommodation train were thrown from the track near Colchester, and a number of passengers slightly injured. Cause of accident not known.

Oct. 18, 1864. F. Seeley was found dead in the morning one mile south of Milton, apparently having been killed in the night by some passing train.

TABLE J.

NUMBER OF EMPLOYEES AND COMPENSATION.

11	Conductors of passenger trains, \$50 to 75 per month.	
38	Conductors of freight trains,	45 to 55 "
4	Conductors of wood and gravel trains,	52 to 60 "
1	Master Mechanic,	2,500 per year.
2	Road masters, per year for both	1,800
311	Men in repair shops,	1 25 to 4 per day.
11	Engine men of passenger trains,	3 00 "
30	Engine men of freight trains, . . .	2 00 to 3 00 "
4	Engine men of wood and gravel trains,	2 00 to 3 00 "
45	Fire men,	1 50 to 2 00 "
10	Baggage men,	45 to 50 per month.
24	Switch men,	1 50 per day.
43	Section men, (foreman,)	39 to 50 per month.
318	Section hands,	1 50 to 1 60 per day.
27	Watch men,	10 per month to 1 75 per day.
33	Station agents,	150 to 1100 per year.
278	Other laborers,	1 50 to 4 per day.
4	Clerks connected with passenger business,	183 33 per month.
6	Clerks connected with freight business,	491 66 "

Superintendent of bridges, salary,...	1,200	per year.
Wood agent,.....	1100	"

Trustees First Mortgage Bonds and Managers.

LAWRENCE BRAINERD,

JOSEPH CLARK,

J. GREGORY SMITH.

G MERRILL, *Supt. for Trustees and Managers.*

G. M. DEXTER, *President.*

W. C. SMITH, *Treasurer.*

EDWARD W. PECK, *Clerk.*

STATE OF VERMONT, } St. Albans, August 31st, 1865.
FRANKLIN COUNTY, ss. }

We depose and say that the facts set forth, and statements made in the foregoing report, which has been signed by us, are true and correct, according to the best of our knowledge, information and belief.

Signed,

LAWRENCE BRAINERD,

JOSEPH CLARK,

J. GREGORY SMITH.

Subscribed and sworn to before me this 31st day of August, 1865.

H. H. LOCKLIN, *Justice of the Peace.*

ANNUAL REPORT

OF THE VERMONT & CANADA RAILROAD COM-
PANY, FOR THE YEAR ENDING
JUNE 30, 1865.

TABLE A.

STOCK AND DEBTS.

The capital of this company, by compromise and decree of Court of Chancery, is fixed at \$2,000,000, exclusive of the cost of constructing the road from Swanton to Canada line in Highgate, for which extension stock is to be issued, not exceeding \$250,000. This extension has been completed, at a cost exceeding that sum, and stock therefor, to the amount of \$140,000, has been issued, leaving the sum of \$110,000 to be hereafter issued. The \$2,000,000 covers the original cost of construction, and building the road into Burlington through the sand bank, and all back rents due from the Vermont Central Company, as per report of last year. This company has no debt of any magnitude.

TABLE B.

COST OF CONSTRUCTION.

The particulars called for under this head cannot be more fully stated than what has already been given in Table A, as the constructing agents have not furnished

this company with a detailed statement of their expenditures. This statement, however, may be found, perhaps, in the report of the managers and receivers of the road of this company, and of the Vermont Central Company.

TABLE C.

EQUIPMENT.

This company have no equipment, as the road has been leased to the Vermont Central Company, and is run by the receivers under the lease. The receivers were appointed by the Court of Chancery.

TABLE D.

CHARACTERISTICS OF ROAD.

Reference is made to the report of the Managers and receivers of the Central road, for the information called for by this table, and all the subsequent tables, except as to J in part.

TABLE J.

The road was leased many years since to the Vermont Central Company, at the rent of eight per cent. on its cost of construction. The back rents have all been adjusted and settled, as previously stated, and the accruing rents are regularly paid by the receivers.

STATE OF VERMONT, } 30th day of August, 1865.
FRANKLIN COUNTY, SS. }

I, Worthington C. Smith, Treasurer of the Vermont and Canada Railroad Company, do solemnly swear that the above is a true statement of the condition of the finances of said Company, their trustees, or assignees or lessees, on the 30th day of June, 1865.

WORTHINGTON C. SMITH, *Treasurer.*

Sworn before me,

JOSEPH W. TAYLOR, *Justice of the Peace.*

OFFICERS OF THE COMPANY.

*Directors.*LUCIUS B. PECK, *President.*JOHN PORTER, *Vice President.*W. C. SMITH, *Treasurer and Clerk.*EDWARD BLAKE, *Transfer Agent.*

JEDD P. CLARK,

BENJ. P. CHENEY.

E. Mott Robinson, one of the Directors, having recently died, ——— Atherton has been elected Director in his place by the Board of Directors.

SALARIES.

President,.....	\$2,000
Transfer Agent,....	1,000
Treasurer and Clerk,.....	1,000

LUCIUS B. PECK, *President.*

I wish to state that the Directors voted me a salary of \$2,500 for the last year, but I understood it to be \$2,000 until some time subsequent to the vote, and have entered it here at \$2,000, that being all I intend to take.

L. B. PECK.

STATE OF VERMONT, } Montpelier, Aug. 29, 1865.
WASHINGTON COUNTY, SS. }

I, Lucius B. Peck, depose and say that the facts set forth, and statements made in the foregoing report, which has been signed by me, are true and correct, according to the best of my knowledge, information and belief.

Signed,

LUCIUS B. PECK.

Subscribed and sworn to before me this 29th day of August, A. D. 1865.

R. F. FIFIELD, *Master in Chancery.*

ANNUAL REPORT

OF THE ATLANTIC & St. LAWRENCE RAILROAD
COMPANY, FOR THE YEAR ENDING
JUNE 30, 1865.

TABLE A.

Capital stock authorized by charter,	\$4,000,000
The amount paid in,	2,494,900
Funded debt,	3,472 000
Floating debt—nothing.	
Interest at rate of six per cent.	
The coupons are paid by the Lessees.	

TABLE B.

COST OF CONSTRUCTION.

Total cost of construction as per last report, \$6,788,354 72

Two thirds of the road were built at a stipulated price per mile, consequently cannot be apportioned.

TABLE C.

EQUIPMENT.

Total cost of equipment as per last report, \$ 865,734 76

Total cost of road and equipment, 7,654,089 48

TABLE D.

CHARACTERISTICS OF ROAD.

Length of road within State of Vermont,..	30 1-2 miles
“ “ completed, “ ..	30 1-2 “
“ “ branches, “ ..	none
“ “ side tracks, “ about	1 1-5 miles
Weight of rail per yard,.....	63 lbs.

CHARACTER AND LENGTH OF BRIDGING.

	No. of structures	No. of spans.	Length of bridging in feet.
Pile bridging, with one draw,.....	1		1519
Truss bridging, 50 feet span and under,.....	10	10	499
Truss do. from 50 to 100 feet span,.....	2	2	120
Truss do. from 100 to 150 feet span,.....	14	14	1750
Truss do. 150 feet span and over,.....			
Stone arch bridges,	2	2	120
Totals,	29	28	3909

Number of road crossings at grade,..... 63

Number of road crossings above and below
grade,..... 6

Number of cross ties per mile,..... 2400

Chairs, number per mile,..... about 600

Whole number of switches on main track, about 100

NOTE—In addition to the above bridges, there are on the line 16 iron bridges, 3 of which are 300 feet each in length, in spans of 75 feet; one over the Connecticut River, one over Wild River, and the other over Presumpscot River; whole length of above named bridges, 1,510 feet.

GRADIENTS AND ALIGNMENT.

Level number of miles, and grades to 20 feet	97.27
Maximum grade,.....	60 feet
Amount of straight line, miles,	89 1-2

Amount of curved line, miles,.....	59 1-2
Maximum radius,.....	5,730 feet
Minimum radius,.....	955 "
Sum of ascents going in one direction,.....	1,929 "
Sum of ascents going in opposite direction,.....	757 "
Height of termini and summit above tide water,.....	1,178 "

The charter of the Atlantic and St. Lawrence Railroad within the State of Vermont extends from the Connecticut River in Bloomfield to the boundary line in Norton. But the entire line from Portland to Montreal is worked in divisions, of which the point of junction is at Island Pond, in Brighton.

BUILDINGS AND FIXTURES.

Passenger houses,.....	29
Freight Houses,.....	22
Engine houses,.....	8
Repair shops,.....	6
Water stations,.....	17
Dwellings,.....	2
Wood sheds,.....	26
Turn tables,.....	10

Other buildings, as follows:

Two hotels,

Ten store houses on wharves in Portland for Ocean and Boston steamers.

EQUIPMENT.

Number of locomotives owned by the Company on the 30th day of June, 1865.

	Under 16 tons	16 to 20.	20 to 25.	25 to 30.	30 tons and over.
In good repair,.....			3	33	1
Requiring slight repair,.....			1	3	
Requiring heavy repairs,.....			1	1	
Worn out,.....					

Number of cars owned by the company June 30, 1865,.....	565
First class 8 wheel passenger cars in good repair,.....	17
Baggage, express and mail cars in good repair,.....	7
Covered freight and cattle 8 wheel cars } in good repair,	541
Covered freight and cattle 8 wheel cars } wanting repair,.....	
Platform 8 wheel cars in good repair,...	
Other freight cars,.....	
Gravel cars,.....	

TABLE E.

BUSINESS OF THE YEAR, ENDING DEC. 31, 1864.

Miles run by passenger trains,.....	147,692
Miles run by freight trains,.....	498,828
Miles run by gravel and construction trains } Miles run by wood trains,..... }	213,315
Average rate of speed of ordinary passenger trains, per hour,.....	19 miles
Average rate of speed of freight trains,....	11 "
Rate of fare charged 1st class through passengers per mile, about.....	2 3-4 cents
Rate of fare charged 1st class way passengers per mile, about.....	3 "

TABLE F.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE,

For the year ending June 30, 1865.

Books so kept cannot be answered in detail.

COST OF REPAIRS OF MACHINERY.

Books so kept cannot be answered in detail.

TABLE G.

COST OF OPERATING THE ROAD.

Books not classified to conform to above table. Answers cannot be given.

RECAPITULATION OF EXPENSES.

Total, year ending Dec. 31, 1864,..... \$703,397 48

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings and Receipts.

From passengers, year ending Dec. 31, 1864,	\$231,347 15
From freight,.....	720,737 12
From other sources, viz. :	
Expresses,.....	} 26,004 89
Mails,.....	
Rents,.....	} 30,225 35
Miscellaneous,.....	

Payments other than for Construction.

For dividends, 1st January and 1st July at rate of 4 per cent., less Government tax.

The statement of receipts and expenses applying to the Portland Division, extending from Island Pond to Portland, cannot be answered in detail.

TABLE J.

NUMBER OF EMPLOYEES AND COMPENSATION.

The employees of the Company being employed upon the two divisions of the road, one South of Island Pond, extending to Portland, the other North of Island Pond, extending to the boundary line and Montreal, no specific statement can be made under the head of enquiry, as applied to the State of Vermont.

The earnings of the road are received by the lessees. The lessors have no interest in them while the rent is paid, and the accounts are so kept by the Grand Trunk Railway Company as not to admit of an answer to the above as contemplated.

The Directors of the Atlantic and St. Lawrence Railroad Company, on presenting this their annual report, beg leave to offer a copy of their statement made to you the last year, which is as follows :

“ The Directors of the Atlantic and St. Lawrence Railroad Company, in making their answers to the foregoing questions, beg to state, that their road being under lease to the Grand Trunk Railway Company of Canada, as set forth in a former report, and being under the exclusive management of that company, their information upon which these statements are based, is derived partly from their own records and files, but principally from the officers and agents of that company at Portland, and from their books and accounts there kept; and though they are not personally cognizant of many of the facts, and state them from information thus derived, and not as wholly within their own knowledge, they have no doubt of the correctness of the statements made. As the books of the company have been from the first, and are now, kept in a method to conform to the requirements of another jurisdiction, very many of the questions in the tables cannot be answered; and such as are answered must apply to the whole line of road from Portland to the line of Vermont. Answers are, however, given as fully as the information in their possession will admit of.

“ The same course substantially has been adopted by the Directors in their reports to the Vermont authorities during the time their road has been under lease, and they trust that in this case it will be satisfactory. They have no doubt, if more explicit answers are required upon any matter, it will be readily furnished by the lessees of the road, so far as it is in their power so to do, intimation to that effect being given to them, or to the authorized agents or officers on the line.”

STATE OF MAINE, } Portland, August, 1865.
CUMBERLAND COUNTY, SS. }

The subscribers, a majority of the Directors of the Atlantic and St. Lawrence Railroad Company, depose and say that the facts set forth, and statements made in the foregoing report, which has been signed by us, are true and correct, according to the best of our knowledge, information and belief.

Signed,	S. J. SMITH,	} <i>Directors.</i>
	CHAS. E. BARRETT,	
	J. L. FARMER,	
	P. BARNES,	
	G. F. SHEPLEY,	
	H. J. LIBBY,	
	BYRON GREENOUGH,	}

Subscribed and sworn to before me this 25th day of August, 1865.

H. ILSLEY, *Justice of Peace.*

ANNUAL REPORT

OF THE VERMONT & MASSACHUSETTS RAILROAD
COMPANY, FOR THE YEAR ENDING
JUNE 30, 1865.

TABLE A.

STOCK AND DEBTS.

Capital stock, including the Greenfield Branch and Vermont portion,.....	\$3,200,000
Total amount of capital stock paid in,.....	2,860,000
Number of shares of capital stock issued,..	28,600
There is no debt excepting the funded debt, which amounts to.....	\$924,905
which amount includes \$141,700, held by the trustees as a sinking fund, and \$80,000 of bonds in the Treasury.	

The amount of interest paid each year is six per cent.
on the balance of the above funded debt outstanding, less
by the amount of interest received by the company upon
loans.

Interest coupons have always been promptly paid when
due.

TABLE B.

COST OF CONSTRUCTION.

Total cost of construction as per last report, \$3,287,960 41
Nothing expended on this account since last report.

TABLE C.

EQUIPMENT.

Total cost of equipment as per last report,	\$ 225,650 20
Total cost of road and equipment,.....	3,512,854 51

TABLE D.

CHARACTERISTICS OF ROAD.

Length of road,.....	69 miles
“ “ completed,.....	69 “
“ “ branches,.....	8 “
“ “ side tracks,.....	5 1-2 “

Weight of rail per yard,..... 56 lbs.

NOTE—State length of road, branches and side tracks within the State of Vermont.

Road,..... 10 mis. 1661 ft.

Branches,.....

Side tracks,..... 1 mile

	No. of structures	No. of spans	Length of bridging in feet.
Trestle bridging,.....			
Truss bridging, 50 feet span and under, ...	11	11	
Truss do. from 50 to 100 feet span,.....	5	5	
Truss do. from 100 to 150 feet span,.....	3	4	
Truss do. 150 feet span and over,.....	23	41	
Draw bridges,			
Totals,			

Number of road crossings at grade,..... 62

Number of road crossings above and below
grade, 21

Number of cross ties per mile,..... 2350

Chairs, number per mile,..... 530

Whole number of switches on main track, . 60

GRADIENTS AND ALIGNMENT.

Maximum grade,..... 58 feet

Amount of straight line, miles,.....	31 ¹³ ₂₀
Amount of curved line, miles,.....	45 ⁷ ₁₀

BUILDINGS AND FIXTURES.

Passenger houses,.....	20
Freight houses,.....	20
Engine houses,....	5
Repair shops,.....	4
Water stations,.....	9
Dwellings,.....	9
Wood sheds,.....	21
Turn tables,.....	5

Other buildings, as follows:

1 general office at Fitchburg.....	
------------------------------------	--

EQUIPMENT.

Number of locomotives owned by the Company on the 30th day of June, 1865, eleven.

	Under 10 tons	10 to 20.	20 to 25.	25 to 30.	30 tons and over.
In good repair,.....			9		
Requiring slight repair			2		
Requiring heavy repairs,....					
Worn out,.....					

Number of cars owned by the company, June 30, 1865.

First class 8 wheel passenger cars in good repair,....	7
First class 8 wheel passenger cars wanting repair,.....	1
Second class 8 wheel passenger cars in good repair,.....	0
Second class 8 wheel passenger cars want- ing repair,.....	0

Baggage, express and mail cars in good repair,.....	5
Baggage, express and mail cars wanting repair,.....	0
Covered freight and cattle 8 wheel cars in good repair,.....	84
Covered freight and cattle 8 wheel cars wanting repair,.....	2
Platform 8 wheel cars in good repair,.....	84
Other freight cars,.....	10
Gravel cars,.....	0
Average weight of passenger cars,.....	12 1-2 tons
“ “ baggage, “	11 1-2 “
“ “ box, “	8 “
“ “ platform, “	6 1-2 “

TABLE E.

BUSINESS OF THE YEAR, ENDING NOV. 30, 1864.

Miles run by passenger trains,.....	88,379
Miles run by freight trains,.....	62,686
Miles run by gravel and construction trains, }	262
Miles run by wood trains,..... }	
Number of through passengers carried in cars,.....	103,360
Number of way passengers,.....	58,842
Number of passengers having passes,.....	1,074
Number of miles traveled by way passengers,.....	841,986
Average distance traveled by way passengers, miles,.....	14
Number of miles traveled by passengers having passes,.....	17,719
Number of tons of through freight,.....	82,881 ²⁸⁶ ₁₀₀₀
Number of tons of way freight,.....	31,253 ⁸¹² ₁₀₀₀
Number of tons of way freight carried 1 mile,	629,949 ¹⁶³¹ ₁₀₀₀

Number of tons of through freight moved towards market,.....	60,129 ⁵⁵¹ ₁₀₀₀
Number of tons of through freight moved from market,.....	22,751 ⁷³⁴ ₁₀₀₀
Number of tons of way freight moved towards market,.....	31,253 ⁵¹² ₁₀₀₀
Number of tons of way freight moved from market,.....	
Average rate of speed of ordinary passenger trains, per hour,.....	22 miles
Average rate of speed of freight trains,....	10
Rate of fare charged 1st class through passengers per mile,.....	4 cts. nearly
Rate of fare charged 1st class way passengers per mile,.....	4 cts.
Rate per ton per mile charged on 1st class through freight,.....	7 cents
Rate per ton per mile charged on 2d class through freight,.....	6 cents
Rate per ton per mile charged on 3d class through freight,.....	5 cents
Rate per ton per mile charged on 4th class through freight,.....	4 cents
Rate per ton per mile charged on 1st class way freight,.....	15 cents
Rate per ton per mile charged on 2d class way freight,.....	13 cents
Rate per ton per mile charged on 3d class way freight,.....	11 cents
Rate per ton per mile charged on 4th class way freight,.....	8 cents
Total number of tons of freight carried 1 mile,.....	2,207,284 ¹⁶² ₁₀₀₀
Total number of passengers carried 1 mile,	3,004,468

TABLE F.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

For the year ending June 30, 1865.

Ordinary repairs of road bed and super-structure.....	\$32,647 89
Cost of new rails used in repairs,.....	38,512 02
Number and weight of chairs,.....	} included in above.
Weight of spikes,.....	
Cost of repairs of rails,.....	
Number of cross ties used for renewals,...	
Cost of same,.....	
Cost of relaying rails and ties,.....	
Insurance and taxes on real estate,.....	2,973 75
Repairs of bridges,.....	4,917 50
“ stations,.....	8,080 08
“ fences,.....	1,047 18
Total,.....	88,178 42

COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders,.....	\$31,587 82
Repairs of passenger and baggage cars,...	4,611 75
Repairs of freight cars,.....	20,675 92
Repairs of tools and machinery in shops,..	894 87
Oil used about workshops,.....	} stated elsewhere.
Fuel,.....	
Waste,.....	
Other items in detail as follows :	
Repairs of gravel and hand cars,.....	480 33
Total,.....	<hr/> 58,250 69

TABLE G.

COST OF OPERATING THE ROAD.

For the year ending June 30, 1865.

Wood, including cost of preparing the same, \$ 22,500 76

Stock materials,.....	153 12	
Cost of oil and waste for engines & tenders,.....	5,171 33	}
Cost of oil and waste for passenger and baggage cars,.....		
Cost of oil and waste for freight cars,.....		
Loss and damage of goods,.....	3,942 34	}
Loss and damage of baggage,.....		
Damages for injuries to persons,.....		
Damages to property, including fire and animals killed on road,.....		
Agents at stations, &c.,.....		included in expenses charged freight & passenger departments.
Clerks in general offices, &c.,.....		
Labor, loading and unloading freight,.....		
Porters and watchmen,.....	4,422 34	}
Switchmen,.....		
Wood and water station expense,.....	2,985 32	
Conductors and baggagemen,.....		included in expenses charged freight & passenger departments.
Brakemen,.....		
Enginemen and firemen,.....		
For salaries of Trustees, President, Directors, Secretaries, Treasurer, and Superintendent,.....	7,645 82	
For printing, stationery and advertising,..	784 39	
For law expenses,.....	2,461 00	
Other expenses in detail as follows :		
Clearing snow,.....	941 70	
Expenses of passenger department,.....	20,232 24	
Expenses of freight department,.....	24,718 27	
Rent to Connecticut River Railroad Co.,...	1,500 00	
Incidental expenses,.....	2,511 35	
United States and State Taxes,.....	19,796 62	
Total,.....	119,766 60	

RECAPITULATION OF EXPENSES.

Maintaining roadway,.....	\$ 88,178 42
Repairs of machinery,.....	58,250 69

Operating and taxes,.....	119,766 60
Total,.....	266,195 71

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings and Receipts.

From passengers,.....	\$132,665 90
From freight,.....	184,519 76
From other sources, viz.:	
Tolls,	940 25
Expresses,	4,441 14
Mails,.....	6,000 00
Rents,.....	43,372 96
Miscellaneous,.....	332 83
Total,.....	372,272 84

Payments other than for Construction.

For transportation expenses, viz.:

For passenger business,.....	\$266,195 71	elsewhere expressed.
For freight business,.....		
For other business, and what,.....		
For interest on funded debt,.....		
For interest on floating debt,.....		
For dividends,.....		
For carried to surplus fund,.....		
For amount of surplus fund,.....		

VALUE OF MATERIALS ON HAND.

Wood, 8,072 cords, \$4 69 per cord,.....	\$37,857 68
Oil, gallons of,.....	533 56
Waste, pounds of,.....	
Iron rails, old, 300 tons, \$40 per ton,..	12,000 00
Iron and other metals unwrought,.....	22,090 15
Iron and other metals worked and partly worked,	
Lumber,	

DETAILS OF EARNINGS FOR THE YEAR ENDING JUNE 30, 1865.

SOURCE.	JULY.	AUGUST.	SEPT.	OCTOBER.	NOVEMBER.	DECEMBER.
Through passengers... }						
Way passengers..... }	12,328 24	16,540 00	14,714 72	11,526 04	11,044 42	8,230 28
Through freight..... }						
Way freight..... }	11,109 05	13,237 49	14,619 75	14,282 33	16,741 87	15,663 63
Express..... }	362 74	362 74	362 74	362 74	362 74	362 74
Transport of mails..... }	500 00	500 00	500 00	500 00	500 00	500 00
Tolls..... }	89 25	62 50	89 75	97 00	77 25	62 75
Miscellaneous..... }	8 10	40 85	25 50	60 25	23 53	18 40
Rent..... }	3,591 83	3,270 50	3,911 67	3,688 75	3,559 50	3,780 00
Totals.....	27,989 21	34,014 08	34,224 13	30,517 11	32,309 31	28,617 80

DETAILS OF EARNINGS (CONTINUED.)

SOURCE.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.
Through passengers... {	10,730 36	541 11	10,640 16	9,635 38	9,722 86	10,012 33
Way passengers. {						
Through freight..... {	15,606 67	16,259 48	17,501 88	16,608 21	17,864 88	15,024 52
Way freight..... }						
Express.....	362 74	392 16	377 45	377 45	377 45	377 45
Transport of mails	500 00	500 00	500 00	500 00	500 00	500 00
Tolls.....	103 75	66 00	61 75	86 25	89 25	54 75
Miscellaneous.....	45 35	12 13	27 57	39 52	16 23	15 40
Rent.....	3,826 50	3,277 50	3,806 25	3,623 75	3,280 00	3,756 71
Totals.....	31,175 37	28,048 38	32,915 06	30,870 56	31,850 67	29,741 16

TABLE I.

ACCIDENTS.

Total number of persons killed,.....	3
Total number of persons injured but not killed,.....	0

George Johnson, of Athol 15 years of age, was run over and killed, while lying on track, by evening passenger train, near Templeton station, December 6, 1864, between 8 and nine o'clock. Coroner's jury returned verdict, that "no blame is attached to the Railway Company."

February 28, 1865. Edwin H. Tottingham, of Waltham, was run over and killed, by passenger train, at Grout's station, while attempting to get upon the train after it had left the depot. Coroner's jury rendered verdict, "that no blame is attached to the company."

June 3, 1865. B. F. D. Gibbs, brakeman on freight train, in climbing from door on side of drover's saloon car to top of same, was struck by a telegraph pole standing beside the track, near Ewing station, and he died June 6th. No fault of the company.

TABLE J.

NUMBER OF EMPLOYEES AND COMPENSATION.

3 Conductors of passenger trains,	\$55 & 60 per month
2 Conductors of freight trains,.....	50 & 60 "
1 Master mechanic,.....	100 "
51 Men in repair shops,.....	1.50 to 3.50 per day
4 Enginemen of passenger trains,...	70 per month
3 Enginemen of freight trains,.....	55 & 60 "
7 Firemen,.....	45 "
4 Baggage men,.....	40 & 60 "
4 Switch men,.....	25 to 40 "
7 Section men, (foreman,).....	1.75 to 2.25 per day
54 Section hands,	1.50 "
5 Watch men,.....	0.76 to 1.60 "

20 Station agents,.....	15 to 75 per month	
1 Clerk connected with passenger business,.....	60	"
3 Clerks connected with freight business,.....	45 to 100	"
Superintendent of bridges, wood agent and road master, one person,....	125	"
Other agents—how employed—and the salary of each as follows, viz. :		

1 Toll collector, Northfield bridge,..	20	"
2 Freight receipters, Charlestown,..	10 & 50	"
5 Station laborers, loading and unloading freight,.....	40 & 45	"
1 Master carpenter,.....	70	"
4 Bridge carpenters,.....	1.75 to 2.75 per day	
1 Porter,.....	1.55	"
2 Flagmen,.....	30 & 37.50 per month	
3 Passenger brakemen,.....	50	"
5 Freight brakemen,.....	45	"

Amount of net earnings June 30, 1864, for one year,.....	\$141,027 57
Amount of net earnings for year ending June 30, 1865,.....	106,077 13
Total amount of payments to the sinking fund,.....	90,000 00
Amount of cash in treasury,...\$	40,950 05
Amount of notes receivable,...	155,500 00
\$80,000 Vt. & Mass. R. R. Co. bonds,.....	75,924 39
	<hr/> 272,374 44
Amount of funded debt,	924,905 00

This sum, \$924,905, of the funded debt includes \$80,000 of bonds in the treasury, and \$141,700 of bonds held by the trustees, in which they have invested the sinking fund.

Amount of interest paid during 12 months,
 ending June 30, 1865, more than re-
 ceived,..... 36,749 42

No dividend has yet been paid to the stockholders since the opening of the road, all of the surplus earnings having been appropriated to the payment of the debts of the company and interest.

STATE OF MASSACHUSETTS, } 28th day of Aug. 1865
 SUFFOLK COUNTY, SS. }

I, Franklin N. Poor, Treasurer of the Vermont and Massachusetts Railroad Company, do solemnly swear that the above is a true statement of the condition of the finances of said company, their trustees, or assignees or lessces, on the 30th day of June, 1865.

FRANKLIN N. POOR, *Treasurer.*

Sworn before me,

P. E. TESCHEMACHER, *Justice of the Peace.*

OFFICERS OF THE COMPANY.

SALARIES.

3 Trustees, J. C. Howe, Wm.

Minot, Jr., & J. McGregor, ..\$300, 200, 100 per annum
 President, Daniel S. Richardson, 1500 per annum
 Superintendent, Otis T. Ruggles, 2500 per annum
 Treasurer, Franklin N. Poor, 2000 per annum
 Clerk, B. D. Locke, 50 per annum

DANIEL S. RICHARDSON,	} <i>Directors of the Vermont & Mass. R. R. Company.</i>
WILLIAM H. HILL,	
FRANKLIN N. POOR,	
HENRY SAYLES,	
FRANCIS GOODHUE,	

STATE OF MASSACHUSETTS, }
SUFFOLK COUNTY, SS. }

We depose and say that the facts set forth, and statements made in the foregoing report, which has been signed by us, are true and correct according to the best of our knowledge, information and belief.

Signed,

DANIEL S. RICHARDSON,	} <i>Directors of the</i>		
WILLIAM H. HILL,		} <i>Vermont & Mass.</i>	
FRANKLIN N. POOR,			} <i>R. R. Co.</i>
HENRY SAYLES,			
FRANCIS GOODHUE,			

Subscribed and sworn to before me this 28th day of August, 1865.

P. E. TESCHEMACHER, *Justice of the Peace.*

ANNUAL REPORT

OF THE VERMONT VALLEY RAILROAD COMPANY,
FOR THE ELEVEN MONTHS ENDING
MAY 31, 1865.

TABLE A.

STOCK AND DEBTS.

1. The amount of capital stock, as by charter, with right to increase,.....	\$500,000 00
2. The amount of capital stock subscribed,	535,000 00
3. The amount of capital stock paid in as per last report,.....	516,163 82
4. The amount of capital stock now paid in,	516,163 82
Number of shares, 5358 original stock, par value \$100 per share, cash realized,...	516,163 82
Funded debt as per last report,.....	793 200 00
Total funded and floating debt now,.....	793,200 00

Classes of Funded Debt.

	No. 1.	No. 2.
Amount,	\$500,000 00	\$293,200 00
Date of issue,	April 1, 1850	October 1, 1854
Date of payment,	April 1, 1860	October 1, 1859
Annual rate of interest,.....	386,000 7 per cent.	7 per cent.
“ “	114,000 6 per cent.	
Interest, when payable,.....	April 1, October 1.	October 1, April 1
Cash realized,.....	\$500,000 00	\$175,920 00
Nature and character of security,	Mortgage	Mortgage

Both classes of bonds are payable in New York, and are not convertible.

Coupons due October 1, 1858, and April 1, 1859, of first mortgage, have been paid since last report.

TABLE B.

COST OF CONSTRUCTION.

Total cost of construction as per last report, \$1,212,274 40

TABLE C.

EQUIPMENT.

Total cost of equipment as per last report, \$9,611 79

Total cost of road and equipment,..... 1,301,886 19

TABLE D.

CHARACTERISTICS OF ROAD.

Length of road,..... 23 ⁶⁰/₁₀₀
Weight of rail per yard,..... 57 lbs.

CHARACTER AND LENGTH OF BRIDGING.

	No. of structures	No. of spans.	Length of bridging in feet.
Trestle bridging,.....	2	16	100
Truss bridging, 50 feet span and under,.....	2	1	45
Truss do. from 50 to 100 feet span,.....	0	0	0
Truss do. from 100 to 150 feet span,.....	1	1	116
Truss do. 150 feet span and over,.....	2	6	132
Draw bridges,			
Totals,			

Number of road crossings at grade,..... 11
Number of road crossings above and below
grade,..... 3
Number of cross ties per mile,..... 2,000
Chairs, number per mile,..... 586

GRADIENTS AND ALIGNMENT.

Level number of miles,.....	7 $\frac{67}{100}$
Maximum grade,.....	32 feet
Amount of straight line, miles,.....	10 $\frac{72}{100}$
Amount of curved line, miles,.....	12 $\frac{97}{100}$
Maximum radius,.....	872 feet
Minimum radius,.....	600 "

BUILDINGS AND FIXTURES.

Passenger houses,.....	4
Freight houses,.....	4
Engine houses,.....	1
Repair shops,.....	1
Water stations,.....	2
Dwellings,.....	0
Wood sheds,.....	3
Turn tables,.....	0

EQUIPMENT.

Number of locomotives owned by the Company on the 30th day of June, 1865.

	Under 16 tons	16 to 20.	20 to 25.	25 to 30.	30 tons and over.
In good repair,.....		3	1		
Requiring slight repair.....					
Requiring heavy repairs,.....					
Worn out,.....					

Average weight of passenger cars,.....	} no means of weighing.
" " baggage ".....	
" " box ".....	
" " platform ".....	

TABLE E.

BUSINESS OF THE YEAR.

Number of through passengers carried in cars,	62,079
Number of way passengers,	7,070
Number of miles traveled by way passengers,	79,853
Average distance traveled by way passengers, miles,	11 1-7
Number of tons of through freight,	41,508 ⁵⁷⁵ / ₂₀₀₀
Number of tons of way freight,	1,949 ⁹⁶¹ / ₂₀₀₀
Number of tons of way freight carried 1 mile, -	27,166 ¹⁶⁰³ / ₂₀₀₀
Number of tons through freight moved towards market,	29,074 ⁴⁹⁸ / ₂₀₀₀
Number of tons through freight moved from market,	11,934 ⁸⁹ / ₂₀₀₀
Number of tons way freight moved towards market,	1,106 ¹⁶⁷ / ₂₀₀₀
Number of tons way freight moved from market,	843 ⁸³⁹ / ₂₀₀₀
Average rate of speed of ordinary passenger trains per hour, including stops,	24 miles
Average rate of speed of express trains per hour, including stops,	24 "
Average rate of speed of freight trains per hour, including stops,	9 "
Rate of fare charged 1st class through passengers per mile,	3 3-4 cents
Rate of fare charged 1st class way passengers per mile,	4 1-6 "
Average rate of fare charged 2d class passengers per mile,	3 "
Rate per ton per mile charged on 1st class through freight,	5 1-2 "

Rate per ton per mile charge 1 on 2d class through freight,.....	4 1-2	"
Rate per ton per mile charged on 3d class through freight,.....	3	"
Rate per ton per mile charged on 4th class through freight,.....	2 1-2	"
Rate per ton per mile charged on 1st class way freight,.....	15	"
Rate per ton per mile charged on 2d class way freight,.....	11 1-2	"
Rate per ton per mile charged on 3d class way freight,.....	10	"
Rate per ton per mile charged on 4th class way freight,.....	8	"
Total number of tons of freight carried 1 mile,.....	1,023,359	²⁸⁵ / ₂₀₀₀
Total number of passengers carried 1 mile,	1,569,749	

TABLE F.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

For the year ending June 30, 1865.

Ordinary repairs of road bed and super- structure,.....	\$ 8,589 13
Extraordinary repairs of road bed,.....	719 58
Cost of new rails used in repairs,.....	9,148 00
Number and weight of chairs,.....	
Weight of spikes, 4,000,.....	359 20
Cost of repairs of rails,.....	2,050 00
Number of cross ties used for renewals, ..	1,844 30
Cost of same, 6,026.....	
Cost of relaying rails and ties,.....	included above
Insurance and taxes on real estate, say.....	500 00
Repairs of bridges,..	500 00
Repairs of stations,.....	191 72
Repairs of fences,.....	8 00
Repairs of masonry, culvert,.....	45 00

New station house at Westminster, over and above insurance,.....	1,039 00
New engine house at Bellows Falls, over and above insurance,.....	1,669 51
Total,.....	26,163 44

COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders,.....	2,440 01
Repairs of passenger and baggage cars,...	741 94
Repairs of freight cars,.....	1,445 50
Total,.....	4,627 45

TABLE G.

COST OF OPERATING THE ROAD.

For the year ending June 30, 1865.

Number of cords of wood used by locomotives, 2,455,.....	}	6,769 78
Number of cords of wood used at stations, 50		
Number of gallons of oil,..... 1,060 1-2		1,577 49
Number of pounds of waste,..... 3,576		908 79
Damages to property, including fire and animals killed on road,.....		184 50
Agents at stations, &c.,.....		1,056 00
Clerks in general offices, &c.,.....		1,807 51
Labor, loading and unloading freight,...	}	1,144 04
Porters and watchmen,.....		
Switchmen,.....		
Conductors and baggagemen,.....		1,800 00
Brakemen,.....		2,150 00
Enginemen and firemen,....		2,789 37
For salaries of trustees, president, directors, secretaries, treasurer & superintendent,		2,666 67
For printing, stationery and office expenses,		600 00
For law expenses,.....		3 80

Other expenses in detail as follows:

Paid Vt. & Mass. R. R. for use of depot and track at Brattleboro,.....	1,666 68
Total,.....	25,124 63

RECAPITULATION OF EXPENSES.

Maintaining roadway,.....	26,163 44
Repairs of Machinery,...	4,627 45
Operating,.....	25,124 63
Total,	55,915 52

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings and Receipts.

From passengers,.....	49,899 83
From freight,.....	35,762 12
From other sources, viz.:	
Expresses,.....	953 44
Mails,	2,750 00
Rents,	5 00
Miscellaneous, use of cars,.....	902 45
Total,.....	90,272 84

VALUE OF MATERIALS ON HAND.

Road leased to Rutland and Burlington R. R. from June 1.

DETAILS OF EARNINGS FOR THE ELEVEN MONTHS ENDING MAY 31, 1865.

SOURCE.	JULY.	AUGUST.	SEPT.	OCTOBER.	NOVEMBER.	DECEMBER.
Through passengers.....	4,872 12	6,321 55	5,593 52	3,382 55	3,169 23	2,908 62
Way passengers.....	1,200 16	1,545 55	1,416 05	929 85	876 15	889 30
Through freight.....	3,288 89	2,573 60	2,882 19	3,282 56	3,194 38	2,789 09
Way freight.....	102 39	203 23	167 70	186 68	164 85	297 21
Express.....	70 59	70 59	70 59	70 59	70 59	70 59
Transport of mails.....	250 00	250 00	250 00	250 00	250 00	250 00
Use of engines.....						
Use of cars.....	126 64	54 02	70 44	70 76	99 89	70 58
Rent.....						
Totals.....						

DETAILS OF EARNINGS (CONTINUED.)

SOURCE.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.
Through passengers.....	3,246 14	2,670 34	2,923 05	3,024 74	2,427 13	
Way passengers.	728 90	400 20	362 93	291 40	713 35	
Through freight.....	2,492 28	2,606 80	3,740 31	3,592 00	3,087 56	
Way freight.....	183 68	127 64	161 53	363 47	274 08	
Express.....	105 88	105 88	105 88	105 88	105 88	
Transport of mails.....	250 00	250 00	250 00	250 00	250 00	
Use of engines.....		79 32	72 94	88 42	91 02	
Use of cars.....	71 42					
Rent.....						
Totals.....						

TABLE I.

ACCIDENTS.

None.

TABLE J.

NUMBER OF EMPLOYEES AND COMPENSATION.

3 Conductors of passenger trains, each,	\$24 per month
1 Conductor of freight trains,.....	50 "
1 Master Mechanic,.....	75 "
6 Men in repair shops,.....	2 to 2 50 per day
2 Engine men of passenger trains,....	70 per month
1 Engine man of freight trains,.....	70 "
3 Firemen,.....	40 "
3 Baggage men,.....	50 "
2 Switch men,.....	40 "
4 Section men, (foreman,).....	50 "
24 Section hands,.....	1 50 per day
2 Watch men,.....	40 per month
5 Station agents,.....	15 to 25 "
Clerks connected with passenger business, }	1,800 "
Clerks connected with freight business,...	
Net earnings June 30, 1874,	\$46,607 44
Net earnings May 31, 1865,	44,357 32
Coupons paid for eleven months ending May	
31, 1865,.....	33,174 00

STATE OF VERMONT, }

WINDHAM COUNTY, SS. { 15th day of August, 1865.

I, James H. Williams, Treasurer of the Vermont Valley Railroad Company, do solemnly swear that the above is a true statement of the condition of the finances of said Company, their trustees, or assignees or lessees, on the 31st day of May, 1865.

J. H. WILLIAMS, *Treasurer.*

Sworn before me,

GEO. SLATE, *Notary Public.*

OFFICERS OF THE COMPANY.

SALARIES.

Trustees, Gouverneur Morris of Morrisania, Alexander Hamilton, Jr., and Hugh H. Henry,	
President, Hugh H. Henry, Chester, Vt.,..	
Superintendent, Madison Sloat, Bellows Falls, Vt.,	
Treasurer, James H. Williams, Bellows Falls, Vt.,	\$400 per annum
Clerk, Larkin G. Mead, Brattleboro,	

Directors.

HUGH H. HENRY,
ALEXANDER HAMILTON, Jr.,
GOVERNEUR MORRIS of Morrisania,
G. R. J. BOWDOIN,
CHARLES CHAPIN,
JOEL PAGE,
MADISON SLOAT,

STATE OF VERMONT, }
WINDHAM COUNTY, SS. }

I, Henry F. Green, Chief Clerk of Vt. Valley R. R. Co.,
depose and say that the facts set forth, and statements
made in the foregoing report, which has been signed by
me, are true and correct, according to the best of my
knowledge, information and belief.

Signed, HENRY F. GREEN.

Subscribed and sworn to before me this 17th day of
August, A. D. 1865.

RUSSELL HYDE, *Justice of the Peace.*

ANNUAL REPORT

OF THE CONNECTICUT & PASSUMPSIC RIVERS
RAILROAD COMPANY, FOR THE YEAR
ENDING MAY 31, 1865.

TABLE A.

STOCK AND DEBTS.

Capital stock as per charter,.....	\$3,000,000 00
Six per cent. preferred stock,.....	1,514,300 00
Stock not preferred;.....	163,700 00
Guaranteed stock,.....	1,600 00
Notes payable,..	94,000 00
Bonded debt,.....	638,500 00
Average rate of interest on bonded debt, paid semi-annually,.....	6 per cent.

TABLE B.

COST OF CONSTRUCTION.

Total cost of construction as per last report, \$2,842,741 51
Road finished and operated to Newport, and graded to
Derby Line.

TABLE C.

EQUIPMENT.

Total cost of equipment as per last report, \$206,496 76

Expended since last report,.....	29,928 76
Total cost of road and equipment,.....	236,425 52

TABLE D.

CHARACTERISTICS OF ROAD.

Length of road, (all in the State).....	110 miles
“ “ completed,.....	105 “
“ “ side tracks, 68 in number,..	39,725 feet
Weight of rail per yard,.....	56 pounds

CHARACTER AND LENGTH OF BRIDGING.

	No. of structures	No. of spans.	Length of bridging in feet.
Pile and trestle bridging,.....	10		1990
Truss bridging, 50 feet span and under, ...	18	18	769
Truss do. from 50 to 100 feet span,.....	7	10	606
Truss do. from 100 to 150 feet span,.....	5	5	580
Truss do. 150 feet span and over,.....	11	14	3014
Draw bridges,			
Totals,	46	47	6019

Number of road crossings at grade,.....	70
Number of road crossings above and below grade, ..	6
Number of cross ties per mile,.....	2000
Chairs, number per mile, cast iron,.....	680
Whole number of switches on main track,.	66
Howe chairs, per mile,.....	440

GRADIENTS AND ALIGNMENT.

Maximum grade,.....	52 $\frac{8}{10}$ feet
---------------------	------------------------

BUILDINGS AND FIXTURES.

Passenger houses,.....	3
Freight houses,.....	18
Engine houses,.....	3
Repair shops,.....	5

Water stations,.....	13
Dwellings,.....	6
Wood sheds,.....	18
Turn tables,.....	2
Other buildings, as follows:	
Car houses,.....	4
Building rented as a store, and occupied as general office,.....	1

EQUIPMENT.

Number of locomotives owned by the Company, on the
31st day of May, 1865,..... 9

	Under 16 tons	16 to 20.	20 to 25.	25 to 30.	30 tons and over.
In good repair,.....			5	1	
Requiring slight repair,.....			2		
Requiring heavy repairs,.....				1	
Worn out.....					

Number of cars owned by the company May 31, 1865,.....	288
First class 8 wheel passenger cars in good repair,.....	6
First class 8 wheel passenger cars wanting repair,.....	2
Baggage, express and mail cars in good re- pair,.....	5
Baggage, express and mail cars wanting re- pair,.....	1
Covered freight and cattle 8 wheel cars in good repair,.....	162
Covered freight and cattle 8 wheel cars wanting repair,.....	10
Platform 8 wheel cars in good repair,.....	56
Platform 8 wheel cars wanting repair,.....	6

Other cars,.....	29
Gravel cars,.....	11
Average weight of passenger cars,.....	24,000 lbs.
“ “ baggage “	17,000 “
“ “ box “	14,000 “
“ “ platform “	12,278 “

TABLE E.

BUSINESS OF THE YEAR.

Miles run by passenger trains.....	164,794
Miles run by freight, trains,	
Miles run by gravel and construction trains,	
Miles run by wood trains,	
Number of through passengers carried in cars,	See Table.
Number of way passengers,	
Number of tons of through freight.....	See Table.
Number of tons of way freight,	
Average rate of speed of ordinary passenger trains, per hour, including stops,	23 miles
Average rate of speed of express trains per hour, including stops,	23 “
Average rate of speed of freight trains per hour, including stops,	10 “
Rate of fare charged 1st class through passengers per mile, about.....	3 1-4 cents
Rate of fare charged 1st class way passengers per mile, about	4 “
Rate per ton per mile charged on 1st class through freight,	5 ³⁰ / ₃₁ “
Rate per ton per mile charged on 2d class through freight,	4 ³⁷ / ₆₂ “
Rate per ton per mile charged on 3d class through freight,	3 ⁵⁰ / ₆₂ “
Rate per ton per mile charged on 4th class through freight,	3 ⁷ / ₂₁ “

Rate per ton per mile charged on 1st class way freight,.....	8 ¹⁴ ₂₁	"
Rate per ton per mile charged on 2d class way freight, ..	7 ¹ ₂₁	"
Total number of passengers carried 1 mile,	3,650,854	
Total number of soldiers carried 1 mile, not included in the above,.....	200,697	

TABLE F.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

For the year ending May 31, 1865.

Ordinary repairs of road bed and super- structure,.....	\$57,534 17	
Extraordinary repairs of road bed.....		
Cost of new rails used in repairs,.....		
Number and weight of chairs,.....		
Weight of spikes,.....		
Cost of repairs of rails,.....		
Number of cross ties used for renewals,...		
Cost of same,.....	.	
Cost of relaying rails and ties,.....		
Insurance and taxes on real estate,.....		1,871 50
Repairs of bridges,.....		1,416 60
Repairs of stations, and buildings, and new buildings,.....		5,071 70
Repairs of fences, made by section men,...		
Total,.....		65,893 97

COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders,.....	\$83,664 73	
Repairs of passenger and baggage cars,...		
Repairs of freight cars,.....		
Repairs of tools and machinery in shops,...		
Oil used about workshops,.....		see table G
Total,.....		149,558 70

TABLE G.

COST OF OPERATING THE ROAD.

For the year ending May 31, 1865.

Wood, including cost of preparing the same,	\$28,961 92
Cost of oil and waste for engines & tenders,	4,306 59
Cost of oil and waste for passenger and baggage cars,	
Cost of oil and waste for freight cars,.....	
Loss and damage of goods,.....	5,323 36
Loss and damage of baggage,.....	
Damages for injuries to persons.....	none
Damages to property, including fire and animals killed on road,.....	included in above
18 agents at stations, &c.,.....	8,165 62
2 Clerks in general offices, &c.,.....	570 00
Labor, loading and unloading freight, mostly by station agents,.....	
9 Watchmen,.....	23,426 31
3 Switchmen,.....	
Wood and water station attendance,.....	
5 Conductors and 2 baggagemen,.....	
5 Brakemen,.....	
9 Enginemen and 9 firemen,.....	
For salaries of agent, treasurer and superintendent, and their office expenses,..	5,345 53
For printing, stationery & office expenses,.	16,799 91
For law expenses,.....	
Government tax, interest, general expenses, postage expenses as to joint business, and all other expenses not included in other accounts,.....	
Total,.....	243,710 10

RECAPITULATION OF EXPENSES.

Maintaining roadway, bridges, stations and buildings,	\$64,022 47
---	-------------

Repairs of machinery, insurance and taxes on real estate.....	85,536 23
Operating, losses and general expenses,...	94,151 40
Total,.....	243,710 10
Proportion of expenses due to passenger business,.....	\$90,263 00
Proportion of expenses due to freight busi- ness,.....	153,447 10
Total,.....	243,710 10

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings and Receipts.

From passengers.....	172,385 17
From freight,.....	240,975 67
From other sources, viz:	
Expresses,.....	3,000 00
Mails,.....	10,600 00
Rents,.....	1,219 50
Total,.....	\$428,180 34

Payments other than for Construction.

For transportation expenses, viz:

For passenger business,.....	13,983 61
For freight business,.....	19,498 67
For interest on funded debt,.....	48,000 00
For interest on floating debt,.....	5,341 00
For dividends, \$95,503 68,.....	} 100,278 36
Government tax on do., \$4,774 68,.....	

VALUE OF MATERIALS ON HAND.

Wood, 3,772 cords of,.....	\$11,495 00
Coal, 10 tons of,.....	201 60

Oil, 573 1-2 gallons of,.....	586 60
Waste, 3,925 pounds of,.....	339 25
Iron rails, tons of, old, 50,098 lbs.,.....	1,077 20
Iron rails, tons of, new, 10,.....	1,217 06
Chairs, pounds of, 9,337.....	420 16
Spikes, pounds of 750.....	60,00
Iron and other metals unwrought, 236,542lbs	10,756 00
Iron and other metals worked and partly worked, 59,500 lbs.,.....	8,601 22
Lumber, 274,377 feet,.....	6,111 51
Other items, specified as follows:	
3,000 cedar posts,.....	210 00
Sundries,.....	57,055 53
Total,.....	<hr/> 98,131 13

DETAILS OF EARNINGS FOR THE YEAR ENDING JUNE 30, 1865.

SOURCE.	JULY.	AUGUST.	SEPT.	OCTOBER.	NOVEMBER	DECEMBER.
Through passengers....	4,865 50	7,241 50	5,201 50	3,467 50	2,819 00	2,120 00
Way passengers.....	8,006 00	10,357 00	10,472 50	5,757 00	4,600 50	4,052 50
Through freight, in lbs.,	6,692,885	6,299,240	6,518,306	7,990,146	6,799,865	6,762,579
Way freight, no acct. kept						
Express.....	250 00	250 00	250 00	250 00	250 00	250 00
Transport of mails.....	883 34	883 33	883 33	883 34	883 33	883 33
Use of engines.....	included in					
Use of cars.....	freight.					
Rent.....	101 62½	101 62½	101 62½	101 62½	101 62½	101 62½
Other earnings specified						
in detail as follows:						
Lumber, in feet, down						
Conn. river.....	1,299,230	1,128,009	842,133	978,728	1,034,688	613,874

DETAILS OF EARNINGS (CONTINUED.)

SOURCE.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.
2,235 soldiers.....	2,095 00	2,085 50	2,545 50	2,542 50	2,543 50	2,924 50
Through passengers.....	3,598 50	3,517 00	5,123 00	5,062 50	3,934 00	5,322 00
Way passengers.....	6,031,361	3,511,097	6,669,472	4,971,259	7,025,481	8,074,383
Through freight, in lbs., Way freight no acct. kept						
Express.....	250 00	250 00	250 00	250 00	250 00	250 00
Transport of mails.....	883 34	883 33	883 33	883 34	883 33	883 33
Use of engines.....	included in freight.					
Use of cars.....	101 62½	101 62½	101 62½	101 62½	101 62½	101 62½
Rent.....						
Other earnings specified in detail as follows:						
Lumber, in feet, down Conn. river.....	504,965	431,095	661,693	748,318	1,212,029	1,198,865

TABLE I.

ACCIDENTS.

Total number of persons killed,..... 2

In October last, Wallaco Howard, laborer on wood train, was instantly killed at McIndoes Falls, by being run over while attempting to pass from the engine to car attached.

January 21, 1865, Henry Foote, laborer in wood yard, at Newport, was injured while attempting to couple cars which were being pushed by hand, and lived but eight hours.

TABLE J.

NUMBER OF EMPLOYEES AND COMPENSATION.

2 Conductors of passenger trains.....	1,560 00
3 Conductors of freight trains,.....	2,070 00
1 Master Mechanic,.....	1,200 00
1 Road master,.....	900 00
52 Men in repair shops, average number,...	30,613 95
4 Engine men of passenger trains*.....	2,262 00
5 Engine men of freight trains,.....	4,729 00
9 Fire men,**.....	3,510 00
2 Baggage men,.....	1,200 00
3 Switch men,.....	1,075 31
26 Section men (foremen).....	12,357 16
49 Section hands, average number,.....	20,225 88
9 Watch men,.....	4,320 00
18 Station agents,.....	8,105 62
9 Other laborers,.....	4,538 50
5 Brakemen,.....	2,700 00
35 Wood hands (average number.).....	17,591 57
20 Gravel Hands, ".....	7,423 91
1 Clerk connected with passenger business,	300,00

* 2 Engineers all the year; 2 Engineers, extra 3 months.

** 2 Firemen extra 3 months.

1 Clerk connected with freight business,...	270 00
1 Superintendent of bridges—salary,..... } Wood Agent,..... }	958 00
Other agents—how employed—and the salary of each as follows :	
Master Transportation..... }	2,524 00
Ticket Master and Cashier,..... }	

OFFICERS OF THE COMPANY.

SALARIES.

Agent,.....	1,200 00
Trustees,.....	None.
President,.....	
Superintendent,.....	2,000 00
Treasurer,.....	1,500 00

HENRY KEYES, *President & Agent, Newbury, Vt.*

JOSIAH STICKNEY, *Boston, Vice President.*

NATH'L P. LOVERING, *Treasurer, Boston.*

A. H. PERRY, *Superintendent, St. Johnsbury, Vt.*

STATE OF VERMONT, }
 CALEDONIA COUNTY, SS. }

I, Henry Keyes, President, depose and say that the facts set forth, and statements made in the foregoing report which has been signed by me are true and correct according to the best of my knowledge, information and belief.

Signed, HENRY KEYES, *President.*

Subscribed and sworn to before me this 9th day of September, A. D., 1865.

HUBBARD HASTINGS, *Master in Chancery.*

ANNUAL REPORT

OF THE BOARD OF DIRECTORS OF THE RUTLAND
AND WHITEHALL RAILROAD COMPANY,
FOR THE YEAR ENDING
JUNE 30, 1865.

The road of this company extends from its eastern terminus, in the village of Castleton, where it forms a connection with the road of the Rutland and Washington Railroad Co., westwardly through Hydeville and Fairhaven, to the west line of the State in Fairhaven, where it connects with the Saratoga and Whitehall Railroad.

The length of this road, including the branch at Hydeville, is seven miles and a fraction, and the same is leased perpetually to the Saratoga and Whitehall R. R. Co., at a rent equal to six per cent. upon its whole capital stock, payable quarter-yearly. Its whole capital stock is \$255,700, including cost of road, and branch, and rolling stock, and this stock is divided into shares of \$100 each, and the same is owned by 106 different persons, residing in the Eastern, Middle and Western States. The quarterly rents have been promptly paid, and as promptly distributed to the stockholders during the past year.

The company have upon the line of the road four bridges, three station houses and five turn-outs.

The condition and state of repair of the road and bridges are believed to be good, and safe for travelling.

By an arrangement betwixt the lessees of this company and the Renssalaer and Saratoga Railroad Company, the control and direction of this road passed into the hands of the latter company about the first of May last. At the same time, also, the same company obtained by contract the control of the Rutland and Washington Railroad, extending from Rutland, by way of Castleton and Poultney, to Eagle Bridge. The beneficial consequences of this arrangement, as well to the business and travelling public, as to those interested pecuniarily, in the successful operation of this vastly important thoroughfare, have already become manifest and satisfactory.

The *natural* channel of intercourse, *through Vermont*, from the Eastern cities to the great West, is now being used without interruption, as it should have been for the past fifteen years, and the only wonder which seems to be felt, is that a few men have so long been permitted to place and keep a stumbling block upon this natural line of intercommunication. The Act of the Legislature of this State, at its last session incorporating an independent Rail Road from Rutland to Castleton, effectually removed this stumbling block forever, and in our judgment, that Honorable body have, and deserve, the gratitude of the public for so doing.

This company owe no debts and receive no revenue from their road except the rent aforesaid.

The Board of Directors and Officers for the current year, are the following:

A. W. HYDE, Castleton,	} <i>Directors.</i>
WM. C. KITTRIDGE, Fairhaven,	
ISRAEL DAVEY, Fairhaven,	
W. W. COOK, Whitehall,	
G. R. I. BOWDOIN, New York,	

A. W. HYDE, *President.*

W. W. COOK, *Vice President.*

WM. C. KITTRIDGE, *Clerk, Treasurer and Transfer Agent.*

The earnings as well as the expenses of operating, this road, are so identified with the business of the other roads of the lessees, as to render it utterly impossible for the Directors of this road to exhibit in detail the particulars, or the amount of either.

By order of the Board of Directors,

WM. C. KITTREDGE, *Director.*

STATE OF VERMONT, }
RUTLAND COUNTY, SS. }

At Fairhaven, in said County, this 2d day of September, A. D. 1865, personally appeared Wm. C. Kittredge, who signed the foregoing statement in my presence, and made oath that the same is true, according to his best knowledge, information and belief.

Before me,

A. ALLEN; *Justice of the Peace.*

Vt. Coll.

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